

### Parking Framework

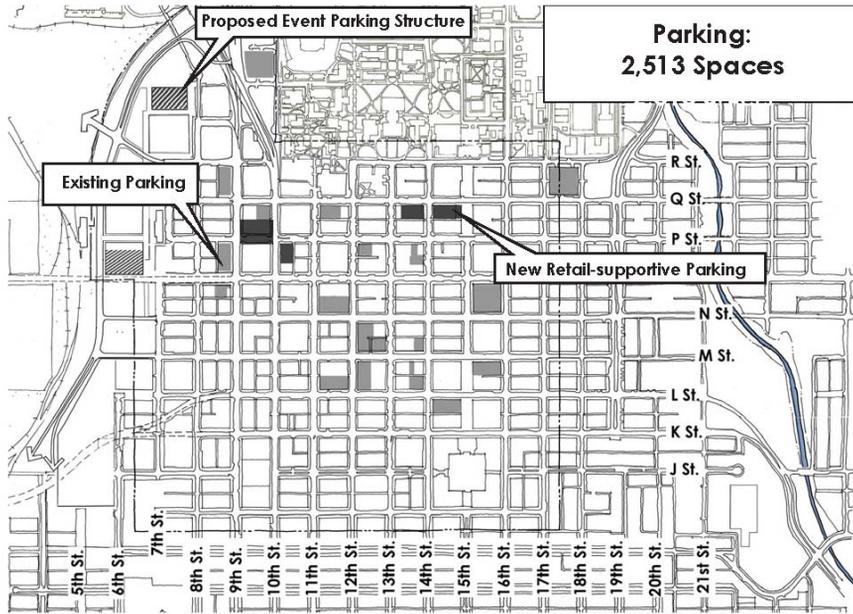
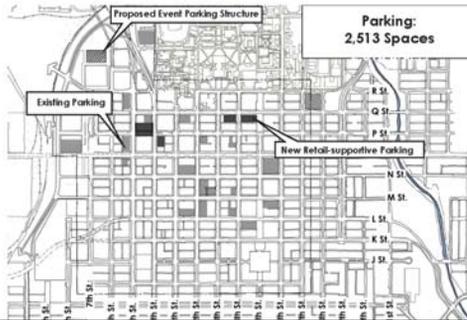
The downtown parking facility is a city's "front door," leaving a lasting impression on visitors and residents alike. It is simply good business sense to provide parking that welcomes the shopper and supports the retail framework.

#### Shopper-friendly Parking

It is a common phenomenon that a downtown provides more than ample parking to meet demand, but that the perception remains that "there's nowhere to park." Parking must be easy to locate and easy to use, locking into the retail core, for it to facilitate downtown activity.

Parking structures should provide:

- Convenient access to the primary retail street.
- Active uses at the ground floor including corner entries to shops.
- Facades compatible with adjacent uses.
- High-quality durable materials and design details.
- Safe, well-lighted, well-maintained facilities.
- "Parker-friendly" auto circulation - a floorplate with minimum 24' width providing four parking bays allowing easy one-way auto travel.



## Parking Framework



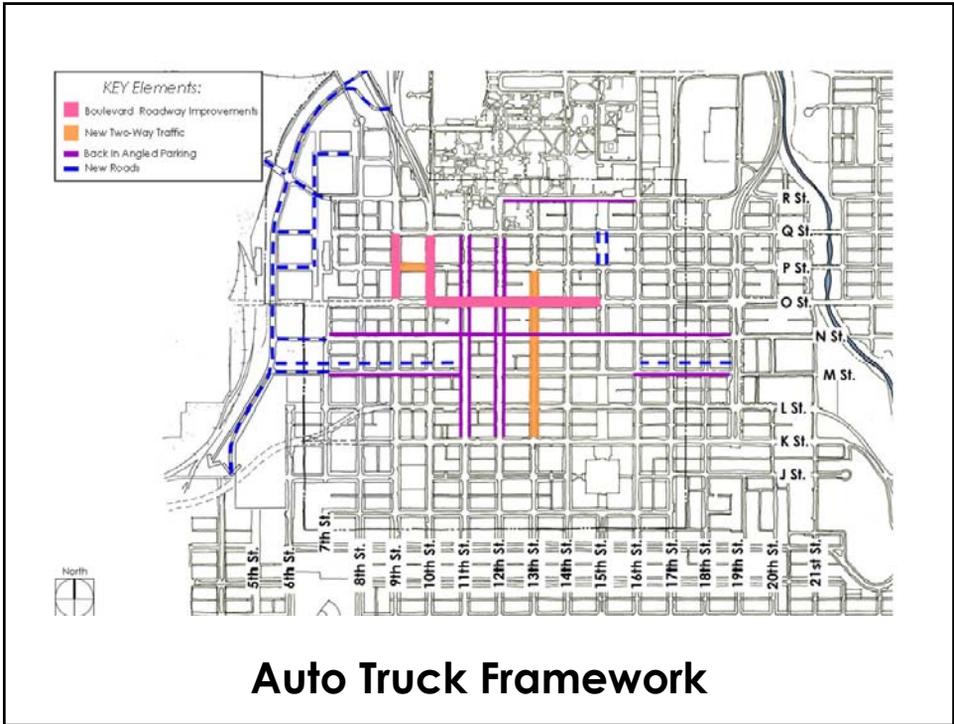
## Transportation Framework

### Automobile and Truck Framework

Proposed components of the auto and truck framework are described and identified below, each is detailed on separate pages that follow.

- **New Two-way Traffic Streets** – re-routing of streets to improve downtown access and air quality while reducing vehicle miles traveled and congestion.
- **Back-in, Angled Parking Streets** – re-striping of current head-in parking to reduce auto-bicycle conflicts, while improving safety for auto loading and unloading.
- **Boulevard Roadway Improvements** – include retail boulevard street improvements on O Street and boulevard grade-separation of portions of 9th and 10th Streets to improve traffic circulation and mitigate pedestrian/bicycle conflicts on F Street, improvements are within existing rights-of-way.
- **New Roads** – provide access to new and existing development while mitigating heavy traffic in existing districts, include roads in Haymarket and along portions of Centennial Mall and M Street.





Transportation Framework Draft 6-08-05

**O Street**

Historically, O Street served as Lincoln's primary retail corridor. A number of events and conditions have led to its loss of prominence and stability as a pedestrian-oriented retail street.

The most significant condition that has impacted O Street has been heavy auto and truck traffic. Typically, the maximum number of average daily trips (ADT) that will allow a pedestrian-friendly street environment is 15,000. O Street has an average current ADT of 20,000. Thus a traditional pedestrian street design for O Street is not achievable.

**Retail Boulevard**

With O Street designated as a state highway and a major arterial corridor through Lincoln, its traffic will only increase over the coming years. However, improvements can be made within the existing right-of-way to mitigate the effect of auto traffic on the O Street pedestrian and retail environment. The most effective measure will be boulevard-style "parallel access roads," described in detail on the following pages.

O Street-Streetcar Era, 1914

O Street-Traffic Today

Excessive Traffic Volumes

**"Lincoln Crossing"**

**Grade-Separated Boulevard**

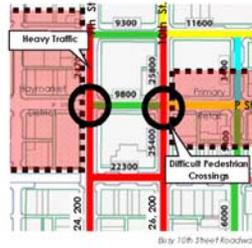
Removing the heavy regional through-traffic of 9th and 10th streets from F Street, with the grade-separated roadways, would allow a pedestrian-friendly rather than auto-dominated environment on the primary retail street, which links the historic Haymarket District with the downtown retail core.

- Existing Conditions:**
- 50,000 daily trips (combined) on corridor.
  - Wide curb-to-curb crossing for pedestrians.
  - No pedestrian refuges (curb-extensions or medians) on 9th Street.
  - Inactive street facing ground-floor building facades.

**Boulevard Concepts**

The intersections of 9th and 10th streets with F Street would be "grade-separated boulevard" from F to achieve a number of benefits including:

- **Knitting together districts** – the historic Haymarket District and the F Street retail corridor would be given a pedestrian and shopper-friendly link.
- **Improving regional traffic flow** – movement of auto and truck traffic on these major routes through downtown would be unimpeded by a stop at F Street.
- **Local access** – parallel access roads for local pedestrian and auto access from 9th and 10th streets to F Street would be provided, allowing 9th and 10th street motorists full access to the F Street corridor.
- **Facilitating anchor retail development** – Anchor retail envisioned for the Greyhound and Journal Star sites would be provided with direct, safe and convenient access to the F Street primary retail blocks.



By 10th Street Roadway



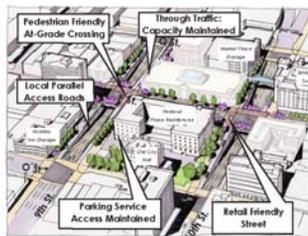
**Planned Improvements**

The grade-separated roadway design should:

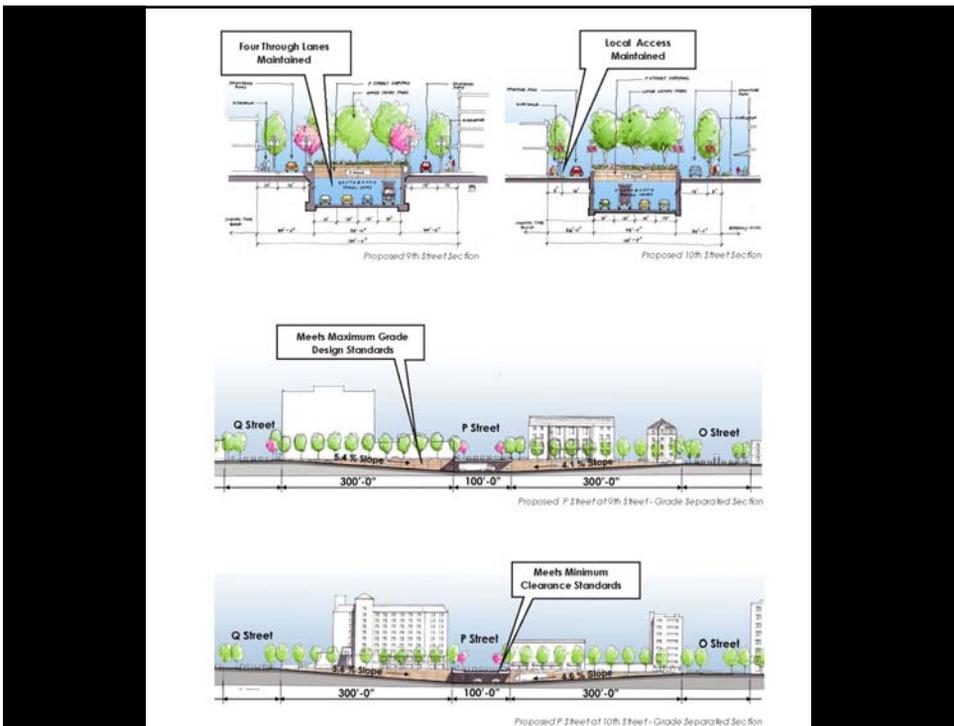
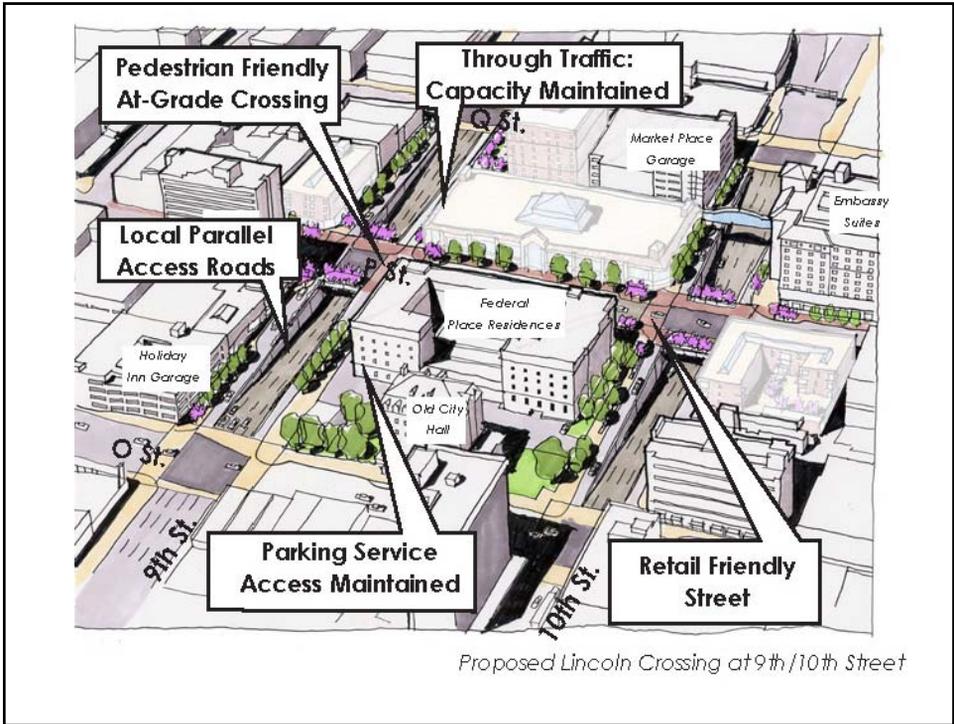
- Allow for parking structure access at the anchor development site.
- Meet all highway design requirements for underpass height and roadway grades.
- Maintain existing through and turn lane capacity.
- Include local road access to F Street.
- Allow F Street to be converted to two-way.



Existing 9th/10th Street Corridor



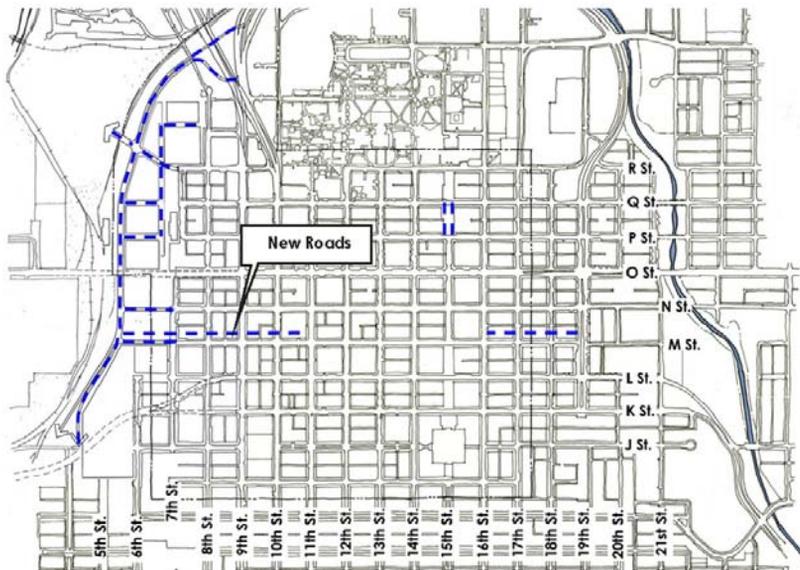
Proposed Lincoln Crossing of 9th/10th Street



### New Roads

Proposed roads provide circulation for new development and improve movement within existing districts. These roads may be constructed all at once or in phases as part of individual redevelopment proposals. The new roads, described in detail on the next page, will include:

- **West Haymarket** – a grid of streets within the redevelopment of the existing railyards.
- **M Street** – pedestrian-friendly access along the proposed M Street park blocks and adjacent development between 7th and 14th to the west, and 16th and 19th to the east.
- **Centennial Mall** – a new north-south “boulevard” of roads on the block of Centennial between F and Q streets at a minimum.



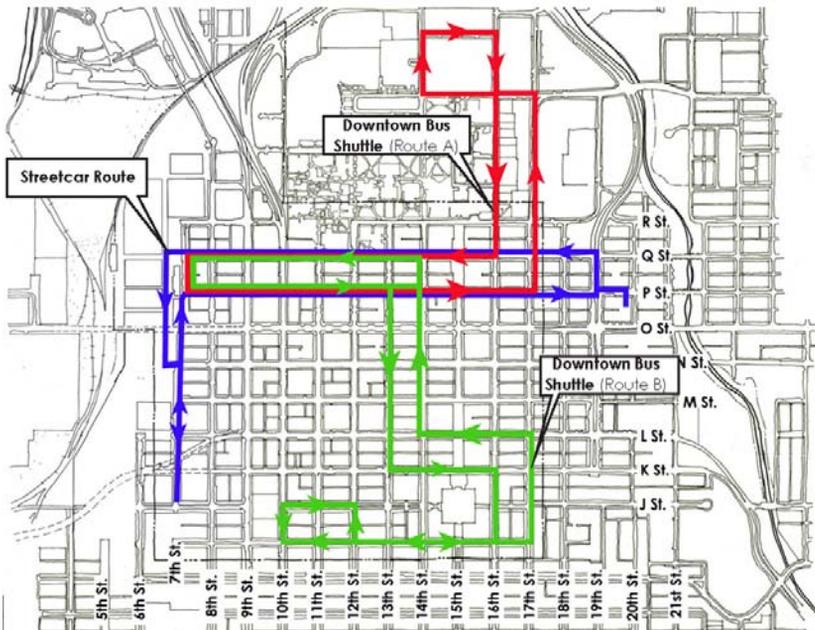
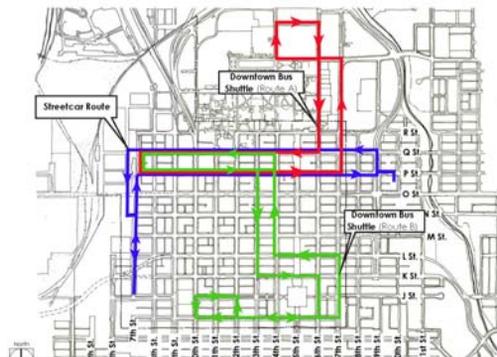
## New Roads

### Transit Services Framework

The transit services framework sets forth a bold yet achievable vision. It is intended to provide easy and convenient access to destinations within downtown, as well as connections to and from outlying areas with fast and easy transfers.

- The framework components are:
- **Downtown Bus Shuttle System** – short- and long-term services.
  - **Transit center** – siting and development of a new downtown center.
  - **Streetcar** – concepts for a rail circulator in the long-term.

These Lincoln downtown transit services are explained in the pages that follow. Additional information and detail are provided in the Downtown Master Plan Shuttle Circulator and Multi-modal Transit Center Siting Report prepared by Nelson-Nygaard Associates in support of and in concert with the Lincoln Downtown Master Plan.



## Transit Services Framework

### Downtown Bus Shuttle System

Two shuttle bus routes are proposed. The vehicles would be rubber-tired and service would be implemented in the short-term.

Key principles that would apply to the design of the shuttle service are:

- **Simple, two-way routes** – focus on straightforward, easy to understand two-way travel, one-way loops discourage passengers who wish to travel in both directions.
- **Frequent service** – plan twelve-minute intervals between buses, or “headways.”
- **“Design branding”** – signature, memorable designs of buses and shelters will increase system identification.

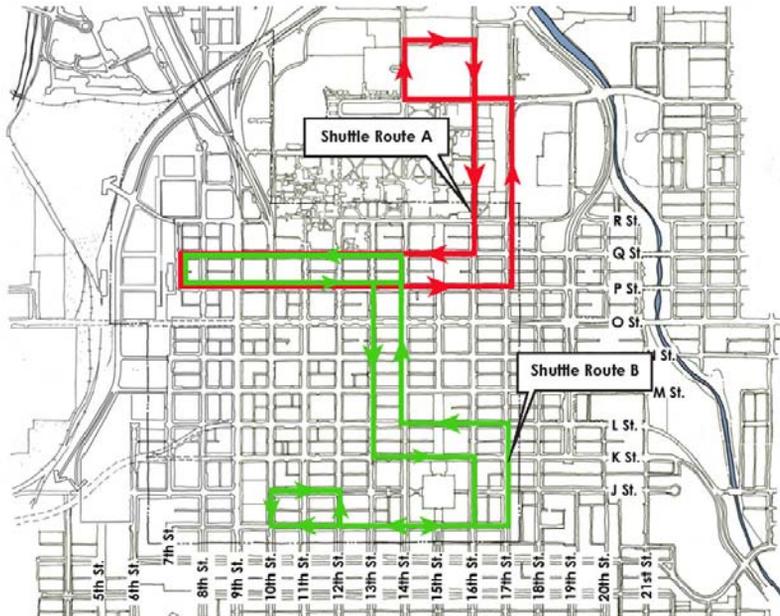
Two new shuttle routes, A & B, will connect major destinations – UNL, the primary retail district, the Haymarket, the core business/financial district, and the Capitol area. These routes will serve the student population, as well as those who live and work south and west of the downtown area.

#### Route A

- Direct pedestrian connections from the UNL campus via 16th and 17th streets to the Q Street transit center and on to Haymarket District and primary retail on F Street.

#### Route B

- Connections between the Capitol, the core business district, the Haymarket, P Street primary retail, and the Q Street transit station.



## Bus Shuttle Framework

### Streetcar System

Unlike bus transit services, which are typically used solely for commuter trips or "bikeline" transportation for people who do not own a car or cannot drive, streetcars provide transit for a broader user market. In fact, streetcar lines have been used in recent years in various cities across the nation as a catalytic tool for mixed-use district development.

While the streetcar mode may be a long-term project, all efforts to expedite its implementation will, in turn, foster earlier and increased private sector development along its route.

As an explicit development-inducing tool, streetcars are effective for several reasons:

- **Successful track record of attracting development** – a number of cities with recent streetcar investments (Tacoma, WA and Buffalo, NY, for example) credit the streetcar with catalyzing development in infill neighborhoods.
- **The permanence of rail** – the commitment involved in building a fixed rail line can be a convincing factor in influencing developers, residents and businesses that a location is attractive enough to invest in. No such situation occurs with bus routes, which can be easily rerouted.
- **The streetcar line provides a physical "keel"** – transit-oriented development organizes around the streetcar station stops and travel routes, spreading out within a convenient, quarter-mile walking radius.
- **Developers are often willing to participate in financing** – in Portland and other cities, developers were willing to "tax themselves" either through fees, benefit districts, or other forms of exaction to receive the benefits of a fixed streetcar system.



Streetcar



Vintage Trolley Car

There is no similar relationship between developers and buses. In fact, developers often oppose the facilities needed to run a reliable bus network or relegate them to the "back door" of their development.

- **Streetcars attract tourists and "occasional riders"** – with accessories

a particular market for "choice" riders is tourists. Rail systems in general, and vintage streetcar systems in particular, have many qualities that tourists value. As cities continue to evolve into culture, recreation, and convention centers, the needs of tourists become an ever more important concern in planning

#### Streetcar Route

The diagram below illustrates the planned streetcar alignment. This basic east-west line would connect the Haymarket District with Downtown, operating on the F and Q streets corridor and serving the heart of the downtown retail and entertainment district.

#### F Street and East

On F Street extending east, the line would enter Antelope Valley and terminate at the historic Rock Island Railroad Station at 19th Street.

This landmark railroad facility provides an excellent opportunity to fulfill the functional need for a streetcar maintenance and storage facility while maintaining the historic significance of the site.

Many cities have incorporated streetcar maintenance facilities into historic rail station buildings, creating visitor centers or small rail museums that share historic information and often become a tourist destination.

#### North and South

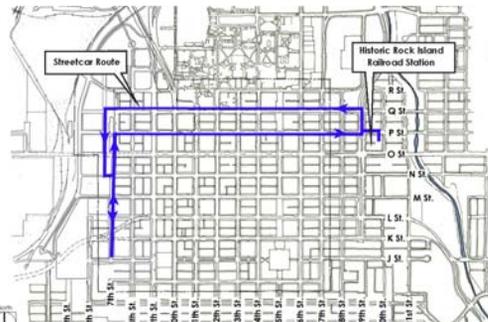
The line would also continue south of the Haymarket on 7th to serve an area proposed for high-density mixed-use and commercial redevelopment. In this area, a streetcar line could help to catalyze development and spur investment in new transit-oriented development. This portion of the alignment relies on new streets proposed elsewhere in the Lincoln Downtown Master Plan.

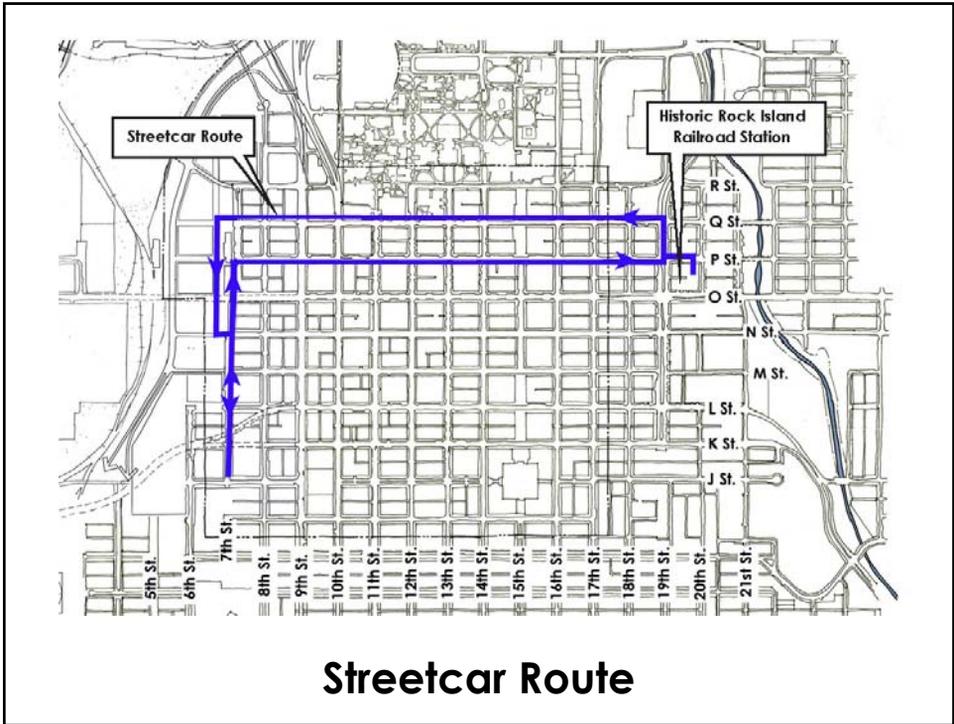
#### Q Street and West

Running westbound on Q Street, the line would travel north of the Lincoln rail station and turn south on 6th Street. It would travel south on 6th Street to N Street, turning east briefly to 7th Street then traveling south to its terminus at J Street. Remaining northbound, the line would remain on 7th Street to P Street.

#### Right-of-Way

Crossing the block between O and P streets would require dedication of right-of-way as this is not currently a through street. Right-of-way for the streetcar line should be incorporated into any redevelopment for this block.





# Streetcar Route

## Bicycle Framework

The bicycle system is intended to provide a range of cycling opportunities for commuters and recreational cyclists.

### Bicycle Lanes

Bicycle lanes on 11th and 12th streets and M and N streets create north-south and east-west couplets that create a route into the downtown core and connections to bike trails on the outskirts of the city. Back-to-back out parking along these four streets provides a safer on-street route for bikers.

- **11th Street** – the bicycle lane is placed on the left-hand side of the road (from the driver's perspective) to minimize conflict with frequent bus traffic.

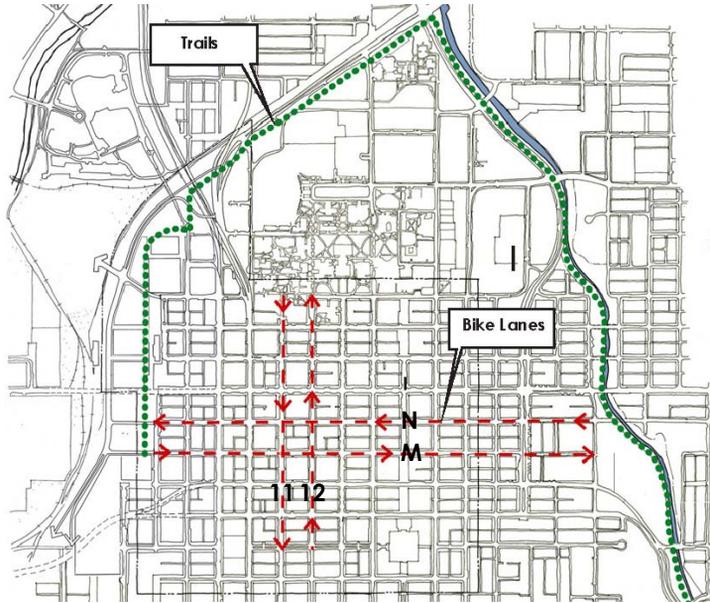
- **12th & N streets** – the bicycle lane is on the right-hand side of the road next to the traditional "slow lane."
- **M Street** – the bicycle lane is placed along the left-hand side of the road. This allows the bicyclists to ride alongside the park blocks where they can enjoy the view and avoid the parked cars along the right-hand side of the street.

Additional information and detail are provided in the *On-Street Bike Lanes Preferred Plan Memo* prepared by Nelson\Nygaard Associates in support of and in concert with the Lincoln Downtown Master Plan.

### Trails

- Bike trails on the outskirts of the city form a loop that connects from the northernmost part of the UNL campus to the M and N On-Street Bike Lanes.
- Downtown bicycle lanes should always provide efficient connections to the city's overall trails network.

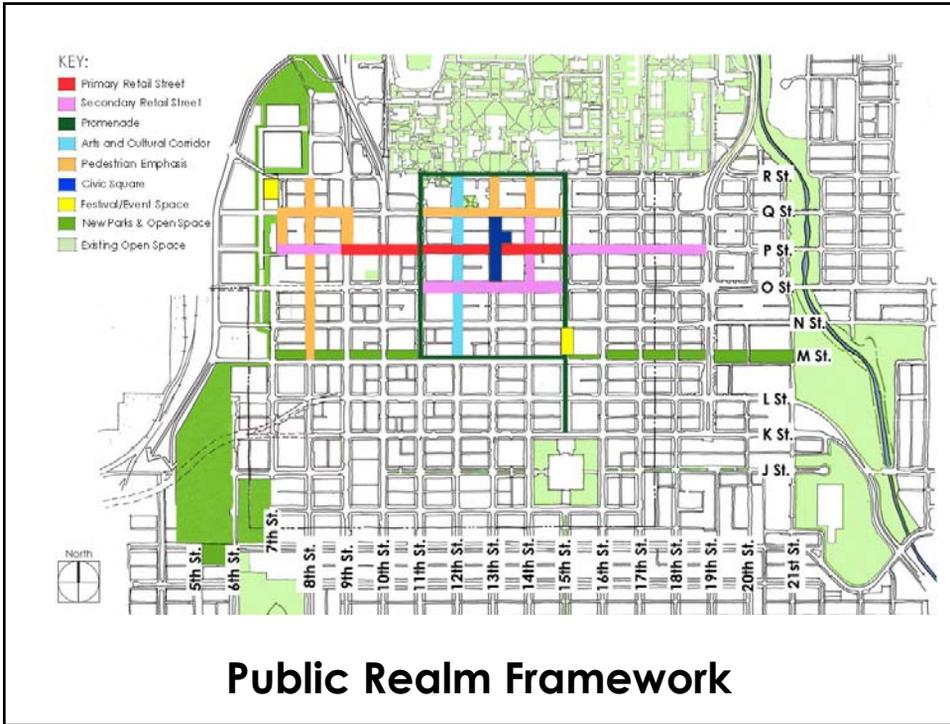




**Bicycle Framework**



Public  
Realm  
Framework



Public Realm Framework Draft 06-08-05

### Civic Square

Public squares are an essential part of a successful downtown. Designed correctly they can create a setting for reinvestment and improve the quality of life for office workers, neighbors, visitors and tourists.

- Provide a dignified setting for a possible future monument or other public art sculpture.
- Require minimal maintenance.
- Incorporate universal design.

**The City's Living Room**

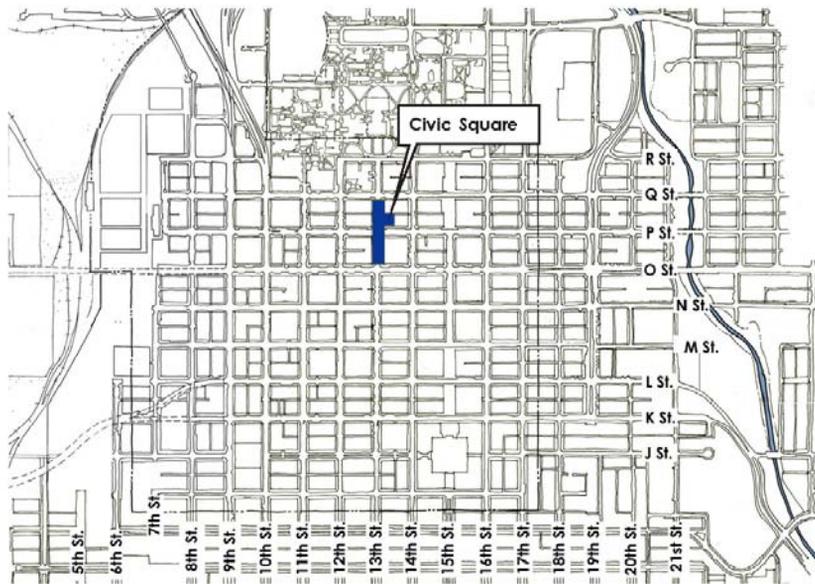
The heart of Lincoln's public realm is its "living room" - Civic Square at 13th and P streets. The square should:

- Serve as the primary civic assembly space in downtown.
- Provide a focus for ground-floor retail activity along adjacent buildings surrounding the square.
- Accommodate a variety of public gatherings and seasonal events year-round.
- Be safe and inviting for all people at all hours.
- Be durable and low maintenance.

Civic Square

7th St., 8th St., 9th St., 10th St., 11th St., 12th St., 13th St., 14th St., 15th St., 16th St., 17th St., 18th St., 19th St., 20th St., 21st St.

J St., K St., L St., M St., N St., O St., P St., Q St., R St.

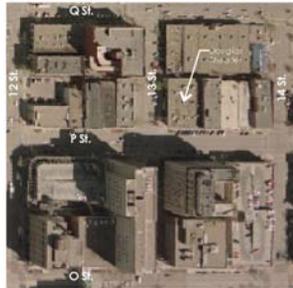


# Civic Square

### Civic Square P and 13th

Located at the "heart of downtown," the square at P and 13th acts as a hinge between the existing 13th Street financial corridor and the planned P Street primary retail corridor. The square would:

- Occupy all but 30 feet of the existing Douglas Theater site at the northeast corner of P and 13th.
- Extend within the existing right-of-way north to Q Street and south to O Street.
- Require the narrowing of the 13th Street roadway to two lanes, one northbound and one southbound.
- Maintain on-street parking along 13th, except directly adjacent to the primary assembly space.
- Necessitate the alley between 13th and 14th streets be "dead-ended" at the site where the existing Douglas Theater now stands.



Existing P and 13th Street Aerial



**Civic Square**

Design Elements  
Design of the square would include the following:

- Special brick or concrete pavers throughout.
- Curbless design to expand the usable space and perceived visual dimensions of the assembly area.
- Possible expansion of the primary assembly area for special events by temporary closure to auto traffic on the adjacent half-block of 13th Street.
- Secondary square areas to north and south, providing passive seating areas.
- Visual and pedestrian linkages north-south from the busy O Street auto corridor to the P Street retail core and beyond to the UNI Campus.
- Possible office parking to be provided below-grade at the square.

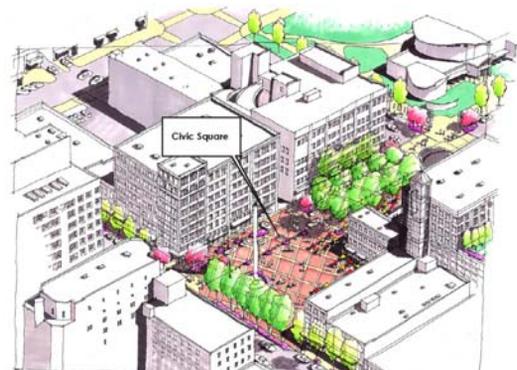


The square, providing public open space for gatherings, special events and quiet seating and recreation, is intended to be the focus of downtown retail and office development.

Its central location between the O Street auto corridor and the UNI campus allows it to provide direct visual and pedestrian connections between these important areas.



Existing Oblique Aerial of Public Square



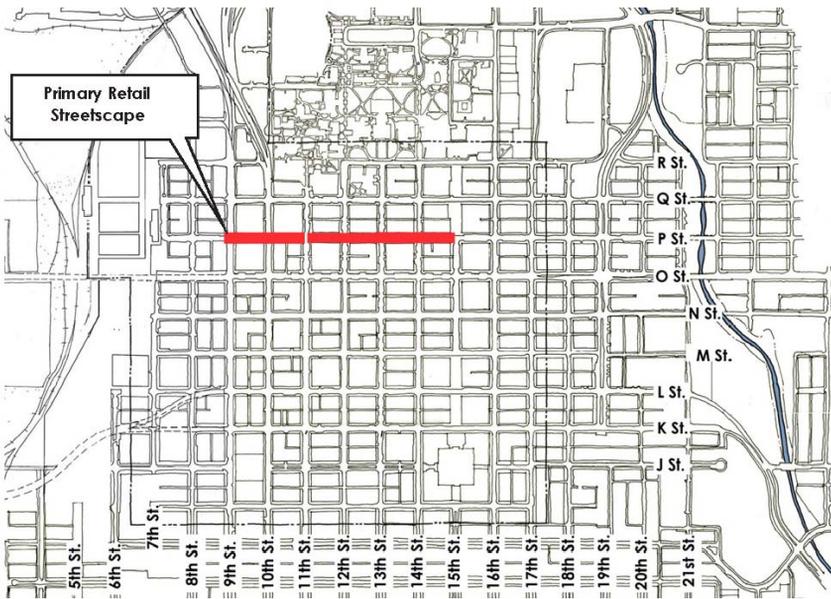
### Primary Retail Streetscape

The creation of a successful retail streetscape is a critical aspect of providing a successful public realm and revitalizing downtown Lincoln. F Street, from 9th Street to the Centennial Mall, was selected as the primary retail streetscape for several reasons:

- Concentration of existing retail.
- Greatest potential for future retail expansion.
- Primary geographic link between the historic Haymarket district and the locally-recognized heart of downtown, 13th Street.

Coupled with the land use requirements identified elsewhere in this document, retail in downtown Lincoln will be viable. With the erosion of one or more of the retail streetscape design requirements, however, primary retail on F Street will not succeed.

F Street existing conditions and the design elements required for healthy retail are described on the following pages.



## Primary Retail Streetscape